



- **PLEASE** study these instructions carefully before installing your new *Tubular Exhaust System* (TES). If you have any questions or problems, do not hesitate to contact our **Technical Hotline at : 1-800-416-8628**.
- **TUBULAR EXHAUST SYSTEM:** These components are designed as a system to improve the exhaust efficiency of the GM L-69 High Output 5.0 Litre V8 engine. A performance gain can be expected by the installation of the system. This system requires no welding for installation and retains all O.E.M. emissions equipment.
- **SUGGESTED TOOLS FOR INSTALLATION:** This vehicle has some metric fasteners.
 - 3/8" ratchet socket set with extensions and universal 13mm and 15mm swivel sockets
 - Combination set of open-end wrenches
 - Jackstands, screwdrivers, pliers, crescent wrench, etc.
 - Liquid penetrant, (GM #1052627) anti-seize compound (GM #5613695)
- **SPECIAL NOTICE:** This Edelbrock part has received an Executive Order number (E.O. #) from the California Air Resources Board (C.A.R.B.) making it legal for street use on pollution-controlled motor vehicles in all 50 states. To assist you with emissions equipment certification, we have included a silver fan shroud decal to verify that this part is a legal replacement part on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed to your fan shroud next to the existing emission and engine specification decal. Do not cover your original equipment specification decal with the Edelbrock fan shroud decal.
- **WARNING:** The use of "Thermal Wrap" or any aftermarket coating process will void the warranty on your Tubular Exhaust System. Those products can cause excessive heat and moisture buildup resulting in corrosion and early failure of the system.
- **NOTES:** The paint used on non-coated T.E.S. is for protection during shipping and storage and will burn off soon after the engine is started. Those who desire a longer lasting finish should sand blast the T.E.S. to remove the original paint, then apply high temperature header paint, such as VHT, available at most auto parts stores.
- When cleaning any Edelbrock Pro-Tech coated TES, use only soap and warm water. The use of caustic solvents (Gunk, etc.) will mar or damage the Pro-Tech coating.
- High temperature spark plug wires and boots are recommended to withstand heat from T.E.S.

DISASSEMBLY

1. Disconnect negative cable from battery.
2. Raise vehicle and support with jackstands.
3. Use penetrating oil on all nuts and bolts to be removed. This will prevent the possibility of broken or stripped nuts and bolts.
4. Making sure the converter is cool, remove the catalytic converter.
5. Remove exhaust crossover pipe.
6. Lower vehicle to the ground.

DISASSEMBLY - LEFT SIDE

1. Remove air cleaner system (note position of line and hose connections).
2. Disconnect A.I.R. (air injection reactor) tube from exhaust manifold.
3. Remove air conditioner compressor rear support bracket (if air conditioning equipped).
4. Remove power steering pump support bracket (if power steering is applicable).
5. Disconnect spark plug wires and remove spark plugs.
6. Remove O2 sensor, being careful not to rupture or destroy the unit.
WARNING: Do not clean this unit in any cleaning solvent and do not rupture wire.
7. Disconnect temperature sensor wire at cylinder head.
8. Remove temperature sensor wire support bracket from valve cover bolt and lay wire back over engine.
9. Remove bolts and exhaust manifold from top side.
10. To install left side of system from the topside, disconnect steering column connector and lower slip tube down to steering box. **CAUTION:** Do not turn steering wheel or front wheels while this system is disconnected.

DISASSEMBLY - RIGHT SIDE

1. Disconnect A.I.R. injection tube from exhaust manifold and catalytic converter tube.
2. Disconnect electrical connector and vacuum hoses from A.I.R. diverter valve assembly (note position of hose and electrical connections).
3. Remove A.I.R. pump feed hose from diverter valve assembly.
4. Remove nut from diverter valve support bracket at exhaust manifold and loosen alternator pivot bolt, then remove diverter valve assembly.
5. Disconnect spark plug wires and remove spark plugs.
6. Remove dipstick and tube from engine. **CAUTION:** Do not damage tube.
7. Remove bolts and exhaust manifold from top side.
8. Clean exhaust flange surfaces on cylinder heads at this time.

ASSEMBLY - LEFT SIDE

1. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer, and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
2. Install left side T.E.S. manifold from top side.
3. Install all but the front two bolts and washers on left side (do not tighten at this time).
4. Re-install rear power steering support bracket (do not tighten at this time).
5. Re-install rear A/C support bracket with bolts, lock washers, and spacers supplied.
6. Align all parts and tighten left side bolts and nuts at this time.
7. If disconnected, re-connect steering column coupler. **WARNING:** Make sure coupler bolt is tight and check to see that steering wheel is in same orientation as prior to disassembly.
8. Form brake lines to clear TES pipes.

9. Re-install spark plugs and re-connect wires on left side.
10. Change spark plug wire ends and boots as needed.
11. Re-install temperature sensor wire support bracket and re-connect wire to temperature sensor.
12. Re-install O2 sensor. Use anti-seize on threads of sensor and torque to 30 ft./lbs. Re-route O2 sensor wire from wire loom to O2 sensor making sure all wires are clear of exhaust system (O2 sensor extension wire is included in kit).

• **ASSEMBLY - RIGHT SIDE**

1. Install T.E.S. flange gasket and one 3/8"-16 x 1" bolt, lock washer and flat washer at rearmost bolt hole (leave bolt loose enough to accept T.E.S.).
2. Install right side T.E.S. manifold and dipstick tube from top side.
3. Install remaining bolts, lock washers, dipstick and tube. Do not tighten bolts at this time.
4. Re-install O.E.M. front stud bolt with spacer (supplied). Align all parts and tighten all right side bolts at this time.
5. Re-install spark plugs and re-connect wires.
6. Change spark plug wire ends and boots as needed.
7. Re-install diverter valve assembly in front O.E.M. stud bolt and tighten.
8. Re-connect electrical connections and vacuum lines to diverter valve assembly.
9. Remove A.I.R. check valves from original manifolds and re-install them on T.E.S. Re-connect using rubber hose and connectors supplied in this kit.
10. Raise vehicle and support with jackstands.

• **CROSSOVER PIPE ASSEMBLY**

1. Assemble both lower pipes. Do not clamp tight at this point.
2. Rotate E.F.E. valve 180° from its original position (the diaphragm will now be facing to the rear of the vehicle).
3. Install crossover pipe assembly on vehicle with four 3/8" bolts, lock washers and gaskets supplied. Do not tighten at this time.
4. Form A.I.R. injection tube to catalytic converter. Align and tighten all bolts and clamps.
5. Be sure that all brake and fuel lines have adequate clearance.

• **LOWER VEHICLE TO THE GROUND**

1. Connect negative cable to battery. At this point, it would be a good idea to look everything over and make sure nothing was missed in assembly.
2. Start vehicle, bring up to normal operating temperature and check for possible leaks.
3. Turn engine off and let cool. Tighten all bolts again.

HARDWARE SUPPLIED

1- Manifold left side #25-9005	1- O2 sensor pigtail ; 12"	4- 3/8" hardened flat washers
1- Manifold right side #25-9006	2- Chevy V8 port gaskets	1- Connector flange
1- Extension pipe left side #25-9505	2- Hex bolts; 3/8"-16 x 2"	1- O2 sensor plug
1- Extension pipe right side #25-9506	2- Hex bolts; 3/8"-16 x 3"	1- 90° Spark plug wire boot
3- Spacer tubes; 5/8" O.D. x 1.530" long	2- 12 pt. Ferry bolts; 3/8"-16 x 3"	1- 90° Spark plug wire terminal end
1- Spacer tube; 5/8" O.D. x .72" long	16- Lock washers; 3/8"	2- Hose connectors
1- Donut gasket	4- Flat washers; 3/8" AN	1- Hose (A.I.R.); 16"
1- Muffler clamp	12- Hex header bolts; 3/8" x 1"	

- **PLEASE** complete and mail your warranty card. Be sure to write the model number of this product in the "Part #_____" space.

THANK YOU.